

## HOW THEY CLIMBED RAILROAD LADDER

Fairfax Harrison Unlike Most Presidents, Who Broke In as Fireman or Messenger.

### COLLEGE GRADUATE WINS

President of New York Central Lines Began Work as a Section Hand.

In electing Fairfax Harrison president of a great transportation system, directors of the Southern Railway departed from a rule as old almost as railroads themselves: they elected a college graduate. This does not mean, however, that the new president is without actual experience. For the peculiar and difficult work before him he is regarded as the most experienced man in the service of the company, and the long-established custom of promotions is not upset, for he served the Southern seventeen years. He was assistant to President Spencer and Finley; he largely aided President Finley in mapping out the new program for the South, and for three years or more he was president of the Monon, a Southern property, and in that position he acquired close-hand knowledge of every phase of railroad work, and showed that he was an operating official in the truest sense.

While the old rule as to promotion and experience is followed in his election, President Harrison occupies a rather unique position in railroad life in that he started in fully equipped with a college education. He was graduated from Yale and Columbia, and practiced law before joining the Southern's official family at Washington.

All Proud of Their Start.  
William H. White, president of the Richmond, Fredericksburg and Potomac Railroad, unlike most presidents, took charge of that road without practical railroad experience. He is a graduate of the University of Virginia, was a leading lawyer in Norfolk, and his handling of the property has amply justified the directors in the belief

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that a man who worked up from the bottom was not absolutely essential in making it a success. But the election of Mr. White was more of an exception than a rule; the election of Mr. Harrison was both an exception and a rule, because of his unusual career.

But most of the railroad presidents to-day came on at a time when a college education was not within their reach, this being especially true of those who were born in the South.

Most of them are self-made men. No body has ever heard of a railroad president who was advanced of his start. They reached the top because they mastered every detail of railroad knowledge, and the record has long given hope to thousands and thousands of men who are now cleaning locomotives and mending tracks.

Some of Their Early Work.  
In the biographical sketch of President W. W. Finley, printed last week, it was shown that he began his railroad career as a stenographer in Mississippi.

Thomas M. Emerson, president of the Atlantic Coast Line Railroad, who died the same day, drew his first railroad wages as a clerk in a freight office. John R. Kenly, who has been mentioned as his successor, got into the railroad service with an engineering corps.

Lucius E. Johnson, president of the Norfolk and Western, who ranks as one of the real big railroad men of the South, was ambitious. He began as a locomotive fireman and went rapidly from one branch to another until he reached the top.

George W. Stevens, president of the Chesapeake and Ohio and Hocking Valley, found his first railroad job as an apprentice, so he began as an office messenger, and afterward became a telegraph operator on the Baltimore and Ohio.

William J. Macahan, of the Seaboard Air Line Railroad, who is putting new life into that road, which recently went on a dividend-paying basis, recalls that his first railroad job was as a messenger in a superintendent's office.

In all parts of the country the story is the same. Charles S. Mellen, who has just left the New York, New Haven and Hartford, after many stormy months, began as a clerk in a railroad cashier's office. Howard Elliott, who succeeded him as president, is in the Fairfax Harrison class, as he is a graduate of Harvard University with the degree of C. E. Then he went out as a roddman with a railroad engineering corps.

Track-Hand to President.  
Daniel Willard, president of the Baltimore and Ohio, was a track laborer in New England, being promoted to fireman, and later to a locomotive engineer, and a good one. James McCrea, president of the Pennsylvania Railroad, started as a roddman. William C. Brown, president of the New York Central lines, was a section-hand—you have seen hundreds of them with pick or shovel on their shoulders when you look out from the observation platform of a limited. P. D. Underwood, of the Erie Railroad, was first employed as a clerk, but he quit that to become a fireman. Pretty soon he was a freight conductor. C. H. Marckham, president of the Illinois Central, like President Brown of the New York Central, was a section hand. He repaired miles of track over which he later traveled in his private car. Charles H. Hix, president of the Norfolk Southern Railway, a Richmond boy, who knows nearly everybody here, got his first railroad job as a roddman. He was later a telegraph operator at Saltville, and he kept climbing, his work on the Seaboard having attracted widespread attention in railroad circles. A. L. Mohler, president of the Union Pacific, one of the big systems, was drawing small pay as a station agent before he thought of the richer prize ahead. Darius Miller, president of the Chicago, Burlington and Quincy, was a stenographer, and the first week ever done by George F. Baer, president of the Central Railroad of New Jersey, was in a printing shop, where he sneaked thick, black ink on his face and was known as the "black-faced" man.

In a year or two he owned the paper, went out and got an education, practiced law and became counsel for the Philadelphia and Reading. Milton H. Smith, president of the Louisville and Nashville, broke in as a telegraph operator.

Drift-Refused Again.  
Fear of bringing on a revolt that might give America a militant suffragist organization to-day caused leaders in the National Woman Suffrage Association to abandon their efforts to have adopted by the convention a new constitution reported by a revision committee appointed a year ago.

Advocates for rights for States associations and opponents of a proposed budget system for raising the national organization funds declined emphatically to accept the recommendations, and finally the draft was referred back to the committee, with instructions that

## PRESIDENT OF THE SOUTHERN



FAIRFAX HARRISON.

a compromise constitution to meet the views of all factions be prepared.

To-day's sessions of the forty-fifth annual convention of the association were devoted almost exclusively to discussion of the proposed revision of the constitution. The question was debated for nearly six hours without bitterness or personalities, and the contest finally resulted in a draw.

The question of States' rights was injected into the debate by Miss Jean

Gordon, president of the Louisiana Suffrage Association, and organizer of the Southern Suffrage Conference, which voted against a Federal suffrage amendment. She doubted the wisdom of having State suffrage organizations, if the national association would admit as its new constitution proposes, local societies which have no affiliation with their own State organizations.

Criticism of President.  
Although there was no mention on the floor of the convention of President Wilson's failure to mention woman suffrage in his message to Congress to-day, there was much criticism about the hall, and two prominent leaders, Mrs. Mollie M. McCormick, of Chicago, and Mrs. James L. Laidlaw, of New York, issued formal statements voicing disapproval of the President's course.

"Women and Children," and the Courts," was the general topic on which the addresses to-day dealt. Mrs. Joseph T. Bowen and Chief Justice Harry Olson, of Chicago, and Miss Maude Almer, of New York, were the speakers.

The delegates to-night were looking forward with eager anticipation to the hearing there are to be given to-morrow before the House Rules Committee on the proposal to create a woman suffrage committee in the House similar to that in the Senate. The hearing will be in the Democratic caucus room, and the suffragists will be given two hours in which to present their case. After that antisuffragists are to be heard, and the suffragists will be given a chance to make rebuttal. The program was agreed upon to-day by Representative Henry, chairman of the committee, and Dr. Anna Howard Shaw, president of the suffrage association.

A noticeable feature of the suffrage convention not frequently noted in women gatherings is that the delegates instantly remove their hats upon taking their seats. This simultaneous action is taken without suggestion from the chair, and is regarded by the delegates as simply an expression of equal rights to see and hear what is going on.

Many thousands nearing border of United States.  
(Continued from First Page)  
Section of life and property in the oil fields of the State of New Mexico. Rear Admiral Fletcher is keeping the State Department closely advised of the situation in that quarter.

### TERMS OF SURRENDER

Juarez, December 2.—Seven generals of the Mexican regular army are ready to surrender, and the backbone of the Huerta dictatorship in the north has been broken. A peace commission arrived in Juarez to-night bearing terms of the surrender.

The peace commission was headed by Colonel Hernandez, and came from Chihuahua bearing a proclamation signed by General Salvador Alvarado, Huerta's military governor and commander of the Federal forces in all the north. The proclamation stated that the Huerta government was bankrupt, and was unable to pay its soldiers.

The simultaneous evacuation of other Federal strongholds in the north is believed by the rebels to be the result of a concerted decision to abandon the whole of Northern Mexico.

The peace proposals were sent by General Alvarado to General Francisco Villa, rebel leader, through Federico Moya, an interim civil governor of Chihuahua State. Along with it came an appeal signed by all the foreign consuls in Chihuahua, calling upon Villa to give police protection to the citizens of Chihuahua City. General Alvarado's proclamation read:

Under the circumstances which have existed in Chihuahua, it has been deemed necessary for the Federal troops to evacuate. I leave in charge Federico Moya, a person who is not identified with politics, and who is therefore qualified to give full protection to foreigners. It is impossible to remain here longer, as there is no money with which to pay the troops.

The generals who have signed, through General Alvarado their willingness to surrender, but who nevertheless are fleeing to the United States border, are:

General Salvador Alvarado, General Pascual Orozco, General Jose Yanez Salazar, General Marcelino Caraveo, General Jose Manilla, General Blas Obregon, General Land.

The peace commission proposed to General Villa that all noncombatants who sought safety by fleeing to the border be permitted to go without being fired upon, and all the Federals, including the soldiers left on police duty in Chihuahua City, be pardoned. It also asked clemency for Federal officials. But it is thought the Federal generals will seek safety by crossing the border into the United States, possibly near El Paso.

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who were rich and who feared harsh treatment by the rebels. The commission started back for Chihuahua to-night with General Villa's assurance that people of all classes in the city, and including the Federal police, would be protected, and that he would dispatch troops to guard the place as soon as possible.

Notwithstanding the action of the Federals, General Villa himself was preparing for departure southward. He said Chihuahua would be only a stopping place on his southward march, as he was determined to continue on to Mexico City.

Carlos A. Heberlein, of Los Angeles, Cal., a mining engineer, accompanied the peace commissioners, who traveled in an automobile by way of Ojinaga.

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The Coat we are showing to-day is one of the most charming models we have in stock. It is made of Hudson Seal and Ermine. The collar and lapel is piped on the edge with ermine, and the lapel on one side is shorter than on the other. The sleeves are full, except for the tight-fitting wrist cuff. The bottom of the coat at the back is caught up in generous horizontal folds. The whole makes a "chic" model for either evening or street wear.

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